

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0292-081-33 through 0292-081-56
APPLICANT:	MAJESTIC REALTY
COMMUNITY:	REDLANDS/3RD SUPERVISORIAL DISTRICT
LOCATION:	SAN BERNARDINO AVENUE, SOUTH SIDE; EXTENDING BETWEEN ALABAMA STREET & CITRUS PLAZA DRIVE
PROJECT No:	P200601377
STAFF:	FRANCISCO J. URBINA
REP(S):	COMMERCE CONSTRUCTION COMPANY
PROPOSAL:	<ol style="list-style-type: none">1) A General Plan Amendment to change the land use / zoning designation on 128 acres from East Valley Area Plan – General Commercial (EV/CG) to East Valley Area Plan - Special Development with a Commercial focus (EV/SD-Com). The zone change is proposed to allow the addition of multiple family residential units.2) Revise the Preliminary Development Plan and text for an approved two phase regional retail center with a maximum of 1.85 million sq. ft. (Phase 1 - 550,000 sq. ft. and Phase 2 - 1.3 million sq. ft.) to add a maximum of 300 multiple family residential units and 2 hotels with a maximum of 200 rooms on 128 gross acres.3) Final Development Plan for Phase 2 to establish the retail/life style center with a maximum of 281 residential units (419,400 sq. ft.) and 696,027 sq. ft. of retail area, including a 3,544 seat cinema (64,400 sq. ft.) and two hotels with a total of 168 rooms (114, 000 sq. ft.) on 66.73 net acres.4) Amend an approved Development Agreement to update provisions to reflect a Phase 2 revised Preliminary Development Plan, a Phase 2 Final Development Plan, and a subsequently approved Tentative Parcel Map 18462 which will subdivide the Phase 2 land area of 66.73 net acres.

USGS Quad: REDLANDS, CALIF.
T, R, Section: T1S, R3W, Section: 21NW
Thomas Bros.: Page: 607, Grid: H4

Planning Area: EAST VALLEY AREA PLAN
OLUD: EV/CG

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Current Planning
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San Bernardino, CA 92415-0182

Contact person: Francisco J. Urbina, Senior Planner

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Project Sponsor: Mountain Grove Partners, LLC
13191 Crossroads Parkway North, Sixth Floor
City of Industry, CA 91746

Phone No: (562) 692-9581

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Fax No: (562) 692-4591

PROJECT DESCRIPTION:

The first project application proposes a General Plan Amendment to change the land use / zoning designation of the 128-acre previously approved Citrus Plaza Planned Development site from East Valley Area Plan – General Commercial (EV/CG) to East Valley Area Plan - Special Development with a Commercial focus (EV/SD-Com). The zone change is proposed to allow the addition of apartments. The second related project application is a Planned Development application that proposes to revise the Preliminary and Final Development Plan for the second phase (66.73 acres) of the previously approved 128-acre Citrus Plaza Planned Development and that also proposes changes to a previously approved Development Agreement. The following changes are proposed:

- 1) Revise the Preliminary Development Plan and text for an approved two phase regional retail center with a maximum of 1.85 million sq. ft. (Phase 1 - 550,000 sq. ft. and Phase 2 - 1.3 million sq. ft.) to add a maximum of 300 residential units and 2 hotels with a maximum of 200 rooms on 128 gross acres.
- 2) Final Development Plan for Phase 2 to establish a retail/life style center with a maximum of 281 residential units (419,400 sq. ft.) and 696,027 sq. ft. of retail area, to include a sporting goods store that will have storage of guns and ammunition, a 3,544 seat cinema (64,400 sq. ft.), and two hotels with a total of 168 rooms (114, 000 sq. ft.), and to allow a 26 foot wide one-way truck driveway in lieu of the required two-way fifty foot wide truck driveway on 66.73 net acres.
- 3) Amend an approved Development Agreement to update provisions to reflect a Phase 2 revised Preliminary Development Plan, a Phase 2 Final Development Plan, and approved Tentative Parcel Map 18462, which will subdivide the Phase 2 land area of 66.73 net acres to create 22 commercial lots and 18 common area lots.

Summary of Gross Leasable Area (GLA)

<u>AREA ALLOCATIONS (sq. ft.)</u>	<u>PDP</u>	<u>FDP</u>	
Phase 1 – Citrus Plaza	550,000 max	532,429	approved
Phase 2 – Mountain Grove	1,300,000 max	1,229,427	proposed
TOTAL (Phase 1 and 2)	1,850,000 max	1,761,856	proposed/approved
		88,144	remainder unallocated

Phase 2 Mountain Grove

Non- Residential

Hotel (2) – 168 rooms	114,000
Cinema – 3544 seats	64,400
General Retail/Restaurant	631,627
Non- Residential Subtotal	810,027

Residential - 281 rooms	419,400
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PHASE 2 TOTAL	1,229,427
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Total Project (Phase 1 & 2)

Total Project Non-residential	1,342,456
Total Project Retail/Restaurant (no hotel or cinema)	1,164,056
Total Project Residential	419,400

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The north project site is currently vacant, while the south is developed with phase 1 of this project. Previously the site was used for agricultural purposes for many decades. Currently, only two irrigation wells remain from the previous agricultural operations. One well will be removed. The other one will be studied for possible use to irrigate future landscaped areas once the site is developed. The site is relatively flat and has a 1-2% slope from east to west. The highest point on the site is approximately 1280 above mean sea level (MSL) at the northeast portion. The lowest point is 1230 MSL at the southwest portion of the site.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT	IL
Site	North ½ vacant *& South ½ Citrus Plaza Phase I	EV/GC	1
North	Vacant and car wash with house	EV/CG	1
South	Commercial	City of Redlands	1
East	SR30/210	City of Redlands	1
West	Commercial, vacant, and church/school	EV/CG	1

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: None; State of California: Regional Water Quality Control Board, Fish and Game, Caltrans; County of San Bernardino: Land Use Services - Building and Safety and Code Enforcement Public Health-Environmental Health Services, Special Districts, Public Works. County Fire and Local: City of Redlands for police, fire, water and sewer services.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☒ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier ENVIRONMENTAL IMPACT REPORT document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A MITIGATED NEGATIVE DECLARATION will be prepared to analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (prepared by): Francisco J. Urbina, Senior Planner

Date

Signature (reviewed by): John P. McGuckian, AICP Principal Planner

Date

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (check ☒ if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) The proposed project is located within a designated Scenic Corridor (State Highway 30). However, the project will not have a substantial adverse effect on a scenic vista, because the project has been conditioned to protect street vista views from the adjacent freeway State Route 30/210.
- I b) The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The site is not adjacent to a state scenic highway. There are no trees, rock outcroppings, or historic buildings on the project site.
- I c) The proposed project will not substantially degrade the existing visual character of the site and its surroundings. The project is consistent with the existing visual character of the area and will incorporate landscaping and provide screening walls and landscaping for exterior mechanical equipment, loading and storage areas.
- I d) The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting proposed on site will be hooded and down-shielded to protect surrounding properties from any resultant glare.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION (check ☐ if project is located in the Important Farmlands Overlay):

- II a) The subject property is identified or designated as Prime Farmland on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. For decades, the site was previously utilized for agricultural production, including citrus groves and field crops. There are no agricultural uses on the site currently. The site is within an area that has been rapidly changing from agricultural uses to urban uses.
- II b) The East Valley Area Plan was adopted by the Board of Supervisors on March 13, 2007 and includes the project site. The Plan has designated the site as EV/CG (East Valley / General Commercial). The project does not conflict with any agricultural land use or Williamson Act land conservation contract and the proposed SD-com designation will not either.
- II c) The subject property is not zoned for agricultural use. The proposed urban uses (retail, housing, and associated parking lots) will create changes in the existing environment that, due to their location or nature, will result in conversion of Prime Farmland, to non-agricultural uses. The San Bernardino County Board of Supervisors made a policy decision to allow conversion of Prime Farm Land to urban uses at the project site when it adopted the East Valley Area Plan on March 12, 2007. Phase 1 of Citrus Plaza is already constructed.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

- III a-c) An air quality analysis for the project was prepared by LSA Associates in July 2007. The analysis states that the project's long-term regional air quality emissions would exceed the South Coast Air Quality Management District's (SCAQMD) annual thresholds for carbon monoxide (CO), reactive organic compounds (ROG), nitrogen dioxide (NOx), and particulate matter (PM10). A carbon monoxide hot spot modeling analysis was conducted with the CALINE4 model and peak hour intersection vehicle turn volumes for existing (2006) and future (2030) conditions. The results showed that project related traffic would not significantly affect local CO levels and the CO concentrations would be below State and Federal standards. The air quality analysis concluded that there are no feasible mitigation measures that would reduce the operational emissions to below a level of significance. Emissions generated during construction of the project would exceed the SCAQMD's oxides of nitrogen threshold. Compliance with SCAQMD Rules and Regulations during construction will reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions. However, these emissions would remain significant and unavoidable.

Another potential impact is global climate change, which projects may participate in through emissions of greenhouse gases (GHG). An individual project cannot generate enough GHG emissions to influence global climate change on their own. The project may participate in this potential impact by its incremental contribution of GHG emissions combined with the cumulative increase of all other sources of GHGs, which when taken together may result in global climate change impacts. To date, no Federal, State, or project area local agencies have developed thresholds against which a proposed project can be evaluated to assist lead agencies in determining whether or not the proposed project is significant. In accordance with CEQA Guidelines (Section 15064 (h)(3)) a project's incremental contribution to a cumulative impact may be considered less than significant if the Project will comply with a mitigation program that addresses the impact within the geographic area in which the project is located. AB 32, the California Global Warming Solutions Act of 2006, requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020 and 80 percent below 1990 levels by 2050. The 2020 reduction target equates to a decrease of approximately 30 percent below the current GHG emissions. Because AB 32 addresses global climate change in California and is in concert with international efforts to address global climate change, AB 32 has specific requirements in it that will substantially lessen the cumulative problem and fulfills the definition of a mitigation program found in CEQA Guidelines §15064(H)(3). A detailed discussion of how CEQA Guidelines §15064(H)(3) was used in this analysis to determine significance can be found in the "Global Climate Change Impact Analysis Addendum (June 27, 2008) found in the technical appendices for this Initial Study.

The Project's main contribution to GHGs is carbon dioxide. The Project will generate emissions of carbon dioxide primarily in the form of vehicle exhaust and in the consumption of natural gas for heating. Carbon dioxide emissions from vehicles were calculated using URBEMIS2007 assumptions and EMFAC2007 emission factors that are used in URBEMIS2007. Carbon dioxide emissions from natural gas combustion were calculated using an EPA AP-42 emission factor (EPA 1998). The Project will also generate methane gas through the use of natural gas; and small amounts of nitrous oxide from vehicle emissions. Total unmitigated GHG emissions from the project were calculated at 838,415.33 tons per year of CO₂E. Details on the emissions calculations can be found in the "Global Climate Change Impact Analysis Addendum (June 27, 2008) found in the technical appendices for this Initial Study.

- Design features such as the mixed use nature of the project will reduce GHG emissions. In addition, mitigation measures will be incorporated into the project to further reduce GHG emissions. The mitigation measures are listed below. Total mitigated GHG emissions are 577,522.20 CO₂E, which is 31.12 percent below unmitigated emissions. Details on the emissions calculations can be found in the "Global Climate Change Impact Analysis Addendum (June 27, 2008) found in the technical appendices for this Initial Study.
- A mitigation measure was initially proposed that required the project exceed Title 24 requirements by a minimum of 20%, resulting in an overall project emission reduction of 30.5% (582,317.11 tons per year of CO₂E). However, as a result of comments received during the public review process, it was determined that a mitigation measure, to incorporate design features necessary to exceed the Title 24 requirements by 20%,

was infeasible and otherwise undesirable. Additionally, the proposed mitigation measure only resulted in an emission reduction of 1025.80 tons per year of CO₂E. Therefore, the increase over the Title 24 requirement was lowered to a feasible expectation of 5% and mitigation measures were revised to be more effective in mitigating environmental impacts. Revised mitigation measures include incorporation of recycled water for irrigation and the use of ET irrigation controllers which will adjust irrigation times according to variables, such as weather and temperature. These controllers are also designed to shut the irrigation system down if there are breaks in the main or if sprinkler heads are lost, thus preventing over-watering and flooding. The incorporation of recycled water and ET controllers provide a greater reduction in project GHG emissions, resulting in a net benefit and overall project reduction of 31.12% (577,522.20 tons per year of CO₂E). These revised mitigation measures will not create any new adverse impacts.

- The California Environmental Protection Agency prepared a Climate Action Team (CAT) Report to Governor Schwarzenegger and the Legislature that “proposes a path to achieve the Governor’s targets that will build on voluntary actions of California businesses, local government and community actions, and State incentive and regulatory programs” (CAT 2006). The report introduces strategies to reduce California’s emissions to the 2020 reduction target in AB 32. The proposed project complies with all the reduction strategies found in the CAT Report and exceeds the AB 32 reduction target of 30 percent below “business as normal” levels of GHG emissions by year 2020. Therefore, with mitigation the project’s incremental contribution of GHG emissions to cumulative global climate change impacts are less than significant.

Although the proposed project may have a significant impact on the environment in terms of air quality from the generation of criteria pollutants, air quality impacts have been adequately analyzed in an earlier Environmental Impact Report (1995-96) for the Citrus Plaza Regional Mall and in the July 2007 Air Quality Analysis by LSA Associates pursuant to applicable legal standards, and by mitigation measures based on the earlier analysis and on the 2007 Air Quality Analysis.

- III d) The project will expose people living in the proposed 300 multi-family housing units, a sensitive receptor, to air pollutant concentrations when the 125-acre Citrus Plaza Shopping Center is built out. Primary impacts will be from vehicle emissions from trips generated by Citrus Plaza. These impacts are unavoidable and the air quality analysis by LSA Associates concluded that there are no feasible mitigation measures that would reduce the operational emissions to below a level of significance.
- III e) The only odors generated by this project will be from construction equipment. These odors will be associated with exhaust emissions from the consumption of petroleum products. These impacts will be temporary and short in duration since they will be produced only during construction of the project.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are proposed to reduce the project’s air quality emissions.

MITIGATION MEASURES:

III-1 Construction Period GHG Emission Reductions:

- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that construction equipment shall be shut off when not in use and shall not idle for more than 15 minutes. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that queuing of trucks on and off site shall be limited to periods when absolutely necessitated by grading or construction activities. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that on-road construction trucks and other vehicles greater than 10,000 pounds shall be shut off when not in use and shall not idle for more than 5 minutes. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that, to the extent feasible, all diesel- and gasoline-powered construction equipment shall be replaced with equivalent electric equipment. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include policies and procedures for the reuse and recycling of construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include education for construction workers about reducing waste and available recycling services. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.

III-2 Long-Term Operational GHG Emissions Reductions:

- Prior to issuance of a building permit, the applicant shall demonstrate that the design of the proposed buildings or structures exceeds current Title 24 requirements (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 5% subject to review by the County Building Official. Documentation of compliance with this measure shall be provided to the Planning Department and Building Official for review and approval prior to issuance of the permit. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to certificate of occupancy. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 5 percent:
 - Increase in insulation such that heat transfer and thermal bridging is minimized.
 - Limit air leakage through the structure or within the heating and cooling

distribution system to minimize energy consumption.

- Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures,
 - Incorporate energy efficient appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,
 - Or other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Standards (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 5 percent.
- Prior to issuance of a building permit, the applicant shall provide a landscape plan for the project that includes shade trees around main buildings, particularly along southern elevations where practical and will not interfere with loading dock locations or other operational constraints. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval.
- Prior to issuance of a building permit, the applicant shall demonstrate that the proposed building or structure designs incorporate exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- The applicant shall provide education and publicity about reducing waste and available recycling services to future tenants. The education and publicity materials shall be provided to the County for review and approval by the Planning Department.
- All showerheads, lavatory faucets, and sink faucets within the residential units shall comply with the California Energy Conservation flow rate standards.
- Low flush toilets shall be installed within all residential units as specified in California State Health and Safety Code Section 17921.3
- All common area irrigation areas shall be capable of being operated by a computerized irrigation system which includes an onsite weather station/ET gage capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-

watering and flooding due to pipe and/or head breaks.

- Landscape designers shall ensure that Project landscaping of common areas uses drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and conserve water and energy.
- Prior to issuance of a building permit, the applicant shall demonstrate that landscape irrigation is supplied by recycled water (treated and provided by City of Redlands). Documentation of compliance with this measure shall be provided to the County Building Official for review and approval.
- Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to promote ride sharing programs such as, but not necessarily including, publishing ride sharing information for all of the tenants, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- Prior to issuance of any certificate of occupancy, the applicant shall demonstrate that all interior building lighting supports the use of compact fluorescent light bulbs or equivalently efficient lighting to the satisfaction of the Building Official.

III-3 *AQ-Dust Control Plan: The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:*

- *Exposed soil shall be kept continually moist (minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities).*
- *Street sweeping and/or washing shall be completed on paved roadways on or adjacent to the site, if there are visible signs of any dirt track-out at the conclusion of any workday.*
- *Every construction site exit shall have a device to remove soil from construction vehicle tires to reduce tracking soil onto the adjacent paved roadways. Tire washing or a combination of gravel with steel rumble plates to knock loose tire-borne soil are acceptable alternatives.*
- *All trucks hauling dirt away from the site shall be covered.*
- *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.*

- *Maximum traffic speeds on all on-site unpaved roads shall be 15 mph.*
- *Storage piles that are to be left in place shall be either kept moist through watering (twice daily/as necessary), sprayed with a non-toxic soil binder, covered with plastic or revegetated. [Mitigation Measure III-1] MMF#27*

III-4 AQ – Construction Mitigation. *Prior to issuance of grading permits, the developer shall submit written verification to the satisfaction of County Planning that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements. During construction, each contractor and subcontractor shall be responsible for ensuring that all mitigation measures in the following list are implemented:*

- *The construction contractor shall use low-sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.*
- *The construction contractor shall select the construction equipment used on site based on low emissions factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.*
- *The construction contractor shall ensure that the construction grading plans include a statement that work crews will shut off equipment not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.*
- *The construction contractor shall time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.*
- *The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.*
- *Compliance with SCAQMD Rule 1113 on the use of architectural coatings. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coating, and coating transfer or spray equipment with high transfer efficiency.*
[Mitigation Measure III-2]

III-5 AQ - Coating Restrictions. *The developer shall submit to the satisfaction of County Planning a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include, but are not be limited to:*

- *Architectural coatings with Reactive Organic Compounds (ROC) shall not have a content greater than 100 g/l.*
- *The combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.*
- *C) High-Volume, Low Pressure (HVLV) spray guns will be used to apply coatings. [Mitigation Measure III-3]*

III-6 AQ - Non-residential Design. The developer of all non-residential projects that are greater than 10,000 square feet in area shall include the following air quality design considerations (per County Code Section 83.14.030):

- Bicycle parking required. Bicycle parking facilities or secured bicycle lockers shall be provided for all non-residential and multi-family (of 10 or more units) developments. Parking racks or secured lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack. [e.g. 4236 spaces /30 per = 141 bike rack spaces or (29) 5-space racks]
- Pedestrian and bicycle connections to streets. On-site pedestrian walkways and bicycle facilities shall be provided connecting each structure in a development to public streets for all new non-residential and multi-family (of 10 or more units) development.
- Shower facility. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development generating 250 or more peak hour trips.
- Passenger loading area. Passenger loading areas in locations close to building entrances (but not interfering with vehicle circulation) shall be provided for all new non-residential and multi-family (of 10 or more units) developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit)
- Vanpool parking. Preferred parking facilities shall be provided near building entrances for vanpools in all new non-residential developments where appropriate. A vertical clearance of no less than 9' shall be provided.
- Transit improvements. Transit improvements (e.g., bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided for all new residential and non-residential development along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority, Omnitrans.
- Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan.
- Parking Reduction. Parking space requirements for new non-residential development may be reduced when linked to other actions that reduce trips to account for increased ridesharing and other modes of transportation. Incorporation of on-site child care facilities and senior citizen facilities may allow increased lot coverage and reduced parking requirements incentives.
- Alternative Energy Encourage the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment.
- Employee Services Provide on-site employee services (e.g. cafeterias, postal machines, automated teller)[Mitigation Measure III -4]

III-7 SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair

share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the "Donut Hole" segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area. [Mitigation Measure XIV-1]

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐):

- IV a) The site is disturbed as it was cleared of structures and vegetation within the past 6six years. Previously, the site was in agricultural use for decades. Based upon information presented in the Final EIR for Citrus Plaza, no rare or endangered species of plants or animals are known or expected to exist in the project area since there is no native vegetation on the site. Thus, this project will not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- IV b) This project will not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site does not contain riparian habitat or other sensitive natural community.
- IV c) This project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland.
- IV d) This project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because there are no such corridors or nursery sites within or near the project site.
- IV e) This project will not conflict with any local policies or ordinances' protecting biological resources because the site has been previously disturbed and there are no identified biological resources that are subject to such regulation.
- IV f) This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plan has been adopted in the area of the project site.

Therefore, no impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBSTANTIATION (check if the project is located in the Cultural <input type="checkbox"/> or Paleontologic <input type="checkbox"/> Resources overlays or cite results of cultural resource review):				

- V a) The Draft EIR for Citrus Plaza states that a records search was obtained from the San Bernardino County Museum Archeological Information Center. The search did not identify any historic or pre-historic resources on the 125-acre Citrus Plaza site. The Draft EIR also states that a field survey was conducted and that it concluded that there were no pre-historic resources at the site. The Draft EIR analyzed the historic value of agricultural related buildings and structures that existed at the site and concluded that none qualified as eligible for the National Register of Historic Places and determined that the structures were not significant according City of Redlands Historic or Scenic Resources criteria. Therefore, the EIR concluded that no further analysis or investigation of these buildings or structures was needed prior to demolition. Subsequently the entire 125-acre Citrus Plaza was previously cleared of all buildings and structures except for two irrigation wells. Thus, this project will not cause a substantial adverse change in the significance of a historical resource, because there are no such resources identified on the site.
- V b) This project will not cause a substantial adverse change to an archaeological resource, because there are no such resources identified on the site.
- V c) This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site.
- V d) This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burial grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, County Museum and a Native American representative, if the remains are determined to be of Native American origin.

Although, no significant adverse impacts have been identified or anticipated, the following mitigation measure is proposed because it was recommended in the EIR prepared for the Citrus Plaza Regional Mall.

MITIGATION MEASURE:

V-1	<i>Cultural Resources. If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find and all work shall halt until clearance is received. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall be notified. [Mitigation Measure V-1].</i>
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VI. GEOLOGY AND SOILS - Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (check ☐ if project is located in the Geologic Hazards Overlay District):

- VI a) The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving; i) rupture of a known earthquake fault, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the area and any future development will be reviewed and approved by County Building and Safety with appropriate seismic standards.
- VI b) The project site is not located in an area known to be susceptible to soil erosion; therefore the proposed project is not expected to result in substantial soil erosion or the loss of topsoil.
- VI c) The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on or off-site landslide, lateral spreading, subsidence, or liquefaction. The Draft EIR for Citrus Plaza identified the site as being located within a region that may be susceptible to collapsible soils. Collapsible soils are defined as a soil which will undergo a sudden decrease in volume upon wetting when its internal structure is lost. Preliminary laboratory conducted on on-site materials as part of a geotechnical investigation, however, indicates that the entire site is subject to a "low to moderate" potential for collapse. The Draft EIR conclude that: "In the absence of 'high' probability for soil failure, no substantial evidence exists to support a determination of environmental significance." Where a potential for these, is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if any are required.
- VI d) The project is not located within an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils, as determined by a required soils report.

Although, no significant adverse impacts have been identified or anticipated, the following mitigation measure is proposed because it was recommended in the EIR prepared for the Citrus Plaza Regional Mall.

MITIGATION MEASURES:

VI-1	<i>Geotechnical Report: A design level geotechnical investigation by a qualified State-registered geologist or geotechnical engineer shall be contracted by the project proponent and performed once specific development plans have been formulated and shall be conducted for the purpose of providing specific recommendations for the proposed improvements. Upon completion of this geotechnical investigation, a general review of the project plans and specifications shall be conducted before they are finalized to verify that all geotechnical recommendations have been properly interpreted and implemented during design. [Mitigation Measure VI-1].</i>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS -				
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- VII a) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because no use on the site is anticipated to be involved in such activities and if any are they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VII b) The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any use or construction activity that might use hazardous materials will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VII c) The project uses will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose use of hazardous materials, nor is it located in a one quarter mile of a school.
- VII d) The project site is not included on a list of hazardous materials sites.
- VII e) The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which makes the site within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Persons employed at the proposed project will not be subject to significant risk since the project site is not within the landing or takeoff zones of the airport runways. A comprehensive Land Use Plan and Airport Master Plan have not been adopted for the SBIA. Outside of the San Bernardino International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3 miles east of the proposed site. The site is within the Airport Review Area Three (AR-3) Overlay and these standards shall apply.
- VII f) The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VII g) The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions.
- VII h) The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site.

Although, no significant adverse impacts have been identified or anticipated, the following mitigation measure is proposed to ensure that all future property owners and renters become aware that the project site is within close proximity to San Bernardino International Airport and therefore subject to impacts from aircraft overflight.

MITIGATION MEASURE:

AR-3 Requirements. The proposed development is within an Airport Safety Review Area therefore the following standards and criteria shall apply in addition to any standards required by the applicable Airport Comprehensive Land Use Plan. The developer shall submit a letter to the satisfaction of County Planning substantiating compliance with the following:

- *An Avigation and Noise Easement shall be granted to the appropriate airport and recorded prior to the issuance of building permits. A copy of the easement shall be forwarded to County Planning and the affected airport. The property owner shall provide to any renters, lessees or buyers information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement. Said information shall be provided prior to the completion of the rental, lease or sale. Said information shall be incorporated into the CC & R's recorded with the property and in all lease and rental agreements.*
- *The normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77 unless Form 7460-1)*
- *All mitigative measures recommended by the FAA shall be incorporated into the project conditions of approval.*
- *For heliports: Structures and the normal mature height of any vegetation adjacent to the helipad shall not exceed the height limitations provided by the requirements of Federal Aviation Regulations (FAR) Part 77 for heliports.*
- *Proposed uses shall be consistent with any applicable, adopted Airport Land Use Plan*
- *The proposed use or structure shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.*
- *Noise level reduction shall be designed and constructed in all structures to maintain maximum interior noise level of 45 dBA for residential uses, and 55 dBA for commercial/ industrial uses. [Mitigation Measure VII-1]*

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structure, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?

☐☐☐☒

SUBSTANTIATION

- VIII a) The project will not violate any water quality standards or waste discharge requirements because the project will be served by the City of Redlands, an established water and wastewater purveyor that is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.
- VIII b) The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project.
- VIII c) The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- VIII d) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the proposed project drainage and all necessary drainage improvements both on- and off- site have been required as conditions of the construction of the project.
- VIII e) The project will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on- and off-site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- VIII f) The project will not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
- VIII g) The project will not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project site is not within in an identified flood hazard area.

- VIII h) The project will not place structures within a 100-year flood hazard area that would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area.
- VIII i) The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.
- VIII j) The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- IX a) The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- IX b) The first project application proposes a General Plan Amendment to change the East Valley Area Plan land use designation for the entire 128-gross acres Citrus Plaza Planned Development site from EV-CG (East Valley General Commercial) to EV-SD -Com (East Valley Special Development, Commercial focus) to allow residential uses on the site. The second project application is a revision to the approved Planned Development application that proposes to revise the Preliminary and approve the Final Development Plan for the second phase (66.73 acres) of the previously approved 125-acre Citrus Plaza Planned Development by the following changes:
- 1) Revise the Preliminary Development Plan and text for an approved two phase regional retail center with a maximum of 1.85 million sq. ft. (Phase 1 - 550,000 sq. ft. and Phase 2 - 1.3 million sq. ft.) to add a maximum of 300 residential units and 2 hotels with a maximum of 200 rooms on 128 gross acres.
 - 2) Final Development Plan for Phase 2 to establish the retail/life style center with a maximum of 281 residential units (419,400 sq. ft.) and 696,027 sq. ft. of retail area, including a 3,544 seat cinema (64,400 sq. ft.) and two hotels with a total of 168 rooms (114, 000 sq. ft.) on 66.73 net acres.
 - 3) Amend an approved Development Agreement to update provisions to reflect a Phase 2 revised Preliminary Development Plan, a Phase 2 Final Development Plan, and an approved Tentative Parcel Map 18462 which will subdivide the Phase 2 land area of 66.73 net acres.

Approved Tentative Parcel Map 18462 (TPM 18462) will create 22 commercial lots and 18 common area lots on the Phase Two project site of 66.73 net acres. This land was previously subdivided with the Phase One Parcel Map No. 14742. TPM 18462 will resubdivide the Phase Two portion of this map only.

The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. The project complies with all hazard protection, resource preservation and land use modifying Overlay District regulations.

- IX c) There is no habitat conservation plan or natural community conservation plan for this community.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
X. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (check ☒ if project is located within the Mineral Resource Zone Overlay):

- X a) The project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay.
- X b) The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the project site.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. NOISE - Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):

- XI a) The project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because as a condition of approval the project will be conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.
- XI b) The project will not expose persons to groundborne vibration or groundborne noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because as a condition of approval the project will be conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.

- XI c) The project will result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project. However, as conditions of approval, the project will be required to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the project.
- XI d) The project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing or allowed without the project because the project has been conditioned to comply with the noise standards of the County Development Code.
- XI e) The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which makes the site within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Persons employed at the proposed project will not be subject to significant risk since the project site is not within the landing or takeoff zones of the airport runways. A comprehensive Land Use Plan and Airport Master Plan have not been adopted for the SBIA. Outside of the San Bernardino International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3 miles east of the proposed site. The only noise sensitive land use proposed within the project are the 300 multiple family residential units. However, the project has been conditioned to comply with the noise standards of the County Development Code.
- XI f) The project is not within the vicinity of a private airstrip.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XII a) The project seeks approval to construct up to 300 multiple family residential units (281 currently proposed). Based on an average number of 3.324 persons per household in San Bernardino County (source: California Department of Finance E-5 County/State Population and Housing Estimates, 1-1-06), 300 housing units would generate a population of approximately 998 persons. Under CEQA, the potential to induce growth is not considered necessarily detrimental, beneficial or of significance to the environment. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide required public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The estimated population increase from the 300 housing units will not create a significant impact on the environment or on the ability of public agencies to provide required public services.
- XII b) The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because no housing units are proposed to be demolished as a result of this project.
- XII c) The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project will not displace any existing housing or existing residents.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XIII a) The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

Fire Protection: The San Bernardino County Fire Department provides the fire protection, except that for this project site the City of Redlands will provide fire services per an existing agreement between the County and the City. The project must provide adequate fire flow as required by the Fire Department.

Police Protection: The San Bernardino County Sheriff Department provides the police protection for unincorporated areas of San Bernardino County, except that for this project site the City of Redlands will provide police services per an existing agreement between the County and the City. The construction of this project will not increase the requirement for more police protection.

Schools: The project is located in the Redlands Unified School District (District). As such, the District requires payment of school fees at the applicable rate.

Parks: Texonia Park is a neighborhood park in the City of Redlands located within a mile of the project site. The residential portion of the project will have three pools, three spas and three recreation/meeting rooms. See Recreation section of Initial Study for mitigation condition.

Other Public Facilities: The County Department of Public Works maintains most roads, drainage easements and regional flood control facilities in the general project vicinity. The City of Redlands will provide water and sewer service to the project site per an existing agreement between the County and the City.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- XIV a) The 300 residential units within the project will not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The residential portion of the project will have three pools, three spas and three recreation/meeting rooms. These recreational facilities will meet neighborhood park needs of future residents. It is anticipated that the project's residential units will be predominantly occupied by young and mature adults without children and therefore will have limited impacts on community parks. Community parks are available throughout the City of Redlands. Existing regional parks are adequate to handle regional park needs of future residents in the 300 apartment units. However, since future residents are likely use the Santa Ana Regional Trail in the vicinity of the project site, the project has been conditioned to pay an impact fee that will contribute toward the construction costs of completing this regional trail.
- XIV b) The residential portion of the project will have three pools, three spas and three recreation/meeting rooms will have three pools, three spas and three recreation/meeting rooms. These recreational facilities will not have an adverse physical effect on the environment. The project does not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are proposed to reduce the project's recreation impacts to a level less than significant.

MITIGATION MEASURES:

- XIV-1 SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the "Donut Hole" segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XV a) In December 2007, Crain & Associates completed a Traffic Impact Analysis for the Phase II portion (66.73 acres) of the Citrus Plaza retail center (125 acres total). The project will result in the addition of 20,951 total trips per day. However, as a result of the projects proposed land use changes to Phase II of Citrus Plaza as described in the Project Description section of this Initial Study, the project as currently proposed will generate 11,429 fewer vehicle trips per day than were projected for Phase II of Citrus Plaza by the traffic impact analysis in the Environmental Impact Report prepared in 1995 for Citrus Plaza Regional Commercial Center. However, the project currently proposed for Phase II of Citrus Plaza will still have a substantial impact on roadways in the project vicinity, which may contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 10 and State Route 30 freeways and may exceed the CMP arterial link volume on roadway links serving CMP intersections in the City of Redlands and the City of Highland.

In order to properly assess the cumulative traffic impacts from all the industrial and commercial projects in the “donut hole” area, a “Cumulative Traffic Impact Analysis” (CTIA) [dated June 27, 2005] was prepared by Kunzman & Associates. The CTIA determined the roadway improvements needed for the donut hole area and the costs associated with those improvements. All projects in the “donut hole” are required to pay their fair share of those improvement costs in order to mitigate the cumulative traffic impacts to the area. Therefore, incorporation of traffic mitigation measures will reduce potential impacts to a less than significant level.

- XV b) The project will exceed individually and cumulatively, a Level of Service [LOS] standard established by the county congestion management agency for designated roads or highways. However, County Public Works – Traffic Division has reviewed the traffic generation of the proposed project and has required mitigation measures that are anticipated to maintain traffic service at an LOS of “C” or better, as required by the County General Plan. This Project is required to contribute the fair share costs to the following intersections for the off-site improvements:
- XV c) The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- XV d) The project will not substantially increase hazards due to a design feature or incompatible uses, because the project site is adjacent to established roads that are accessed at points with good site distance and will be conditioned to provide the appropriate traffic control devices at the intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XV e) The project will not result in inadequate emergency access, because the proposed use has several access points.
- XV f) The project will not result in inadequate parking capacity, because the project meets the parking standards established by the San Bernardino County Development Code.
- XV g) The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are proposed to reduce the project’s transportation/traffic impacts.

MITIGATION MEASURES:

- XV-1 Bus Turnouts/Motorcycle & Bicycle Parking/Sidewalks: In those locations specified by the permitting agency, the project proponent shall: (1) construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with Omnitrans; (2) construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks; and (3) construct on-site pedestrian improvements, as required by the County of San Bernardino, such as sidewalks and pedestrian pathways.
- XV-2 Transportation Demand Management Program: Prior to the issuance of the first occupancy permit within the project, the project proponent shall submit a transportation demand management (TDM) program that covers all of Phase 2. The TDM program shall include, but may not be limited to, the following TDM strategies:
- a) SCAQMD Rule 1501 Program. Companies employing 100 or more persons shall participate in the implementation of a transportation demand management (TDM) program. The programs for individual site employers shall be expanded and coordinated with other on-site employers. Each TDM program is required by SCAQMD under existing Rule 1501 to have a goal of achieving an Average Vehicle Ridership (AVR) of 1.5 individuals per vehicle. Achievement of this goal could result in a decrease in employee peak-hour generation of 15 to 20 percent below the "standard" assumptions used in the impact analyses. This would result in an overall peak hour project traffic generation decrease of about 5 percent.
 - b) An overall site TDM program shall be developed in conjunction with Phase 1 of the project. The purpose of this program will be to coordinate site amenities and to provide rideshare matching, transit information and similar services to the employees of site tenants with less than 100 employees. These services shall be provided from the management office of the regional mall or other location convenient to all employees. Additionally, should SCAQMD adopt a rule addressing regional shopping centers, as is required by the current Federal Implementation Program (FIP), the project shall comply with those requirements.
 - c) Numerous potential measures are available to on-site tenants in achieving this ridesharing goal. The actual program that is implemented will contain those measures that are found to be most effective. Further, the mix of measures utilized should be varied over the life of the project to take advantage of new opportunities, such as the expanding regional rail system. Potential measures include: (1) a central ridesharing office under direction of a Transportation Coordinator to provide one-stop commute service; (2) personalized rideshare matching; (3) employer-operated or employee-owned vanpool service; (4) guaranteed ride home; (5) preferential parking locations within any designated employee parking areas and convenient pick-up/drop-off locations for carpools and vanpools; (6) on-site sale of transit passes and distribution of schedule information; (7) safe and secure bicycle storage areas; (8) coordination with Omnitrans to further enhance service to the site; (9) promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and (10) adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes.

In addition, the project itself shall serve to aid the TDM program by providing shopping and service opportunities for the expanding nearby employment sites, thereby reducing the need for employees to leave the area during the day and reducing their dependence on having an automobile available.

d) VMT Reduction Program. *In addition to the SCAQMD's existing Rule 1501, which reduces the number of vehicles used for commute trips, several other programs and project features will reduce regional demands and vehicle miles of travel (VMT). The measures below will both reduce the total number of trips generated on a regional basis and reduce the length of those trips which are generated:*

(1) Prioritization of TDM Strategies. *In order to reduce traffic impacts surrounding the site, reduction of vehicle trips in general will be extremely important; however, reduction of regional impacts will require that the longest trips, which contribute most to the regional VMT and congestion, be targeted by the project TDM program. Programs which most effectively reduce longer trips shall be emphasized and include vanpool programs, compressed work weeks, telecommuting and linkages to regional transit facilities.*

(2) Delivery Management System. *The site tenants will have deliveries that emanate from throughout the region. A system of tracking vendor deliveries to various facilities within the site shall be considered. This system would allow the tenants to move deliveries outside of peak travel times, utilize local vendors and consolidate deliveries whenever possible. [Mitigation Measure No. XV-2]*

XV-3 Traffic Mitigation Fee/Off-Site Improvements (Fair Share Obligation). *Prior to issuance of building permits the developer shall deposit a fair share fee of \$2,247,649 (\$2,415,983 minus \$168,334 credit from Citrus Plaza Phase One construction obligation), to County Public Works for traffic impacts to the off-site circulation system, as determined by the peer review dated December 12, 2007, by Kunzman Associates and the technical letter analysis report dated December 18, 2007, by George Rhyner. The report recommended the following off-site improvements, if the project is constructed with apartments, with estimated construction costs:*

- a. *Tippecanoe Avenue/San Bernardino Avenue: Total cost \$729,440 and project fair share \$17,507.*
- b. *California Street/San Bernardino Avenue and southbound through movement: Total cost \$339,720 and project fair share \$21,063.*
- c. *California Street/Lugonia Avenue: Total cost \$679,440 and project fair share \$30,575.*
- d. *California Street/I-10 Freeway WB Ramps: Total cost \$12,500,000 and project fair share \$337,500.*
- e. *California Street/I-10 Freeway EB Ramps: total cost \$12,500,000 and project fair share \$287,500.*
- f. *California Street/Redlands Blvd: Total cost \$2,500,000 and project fair share \$57,500.*
- g. *Nevada Street/San Bernardino Avenue: Total cost \$929,440 and project fair share \$68,779.*
- h. *Nevada Street/Almond Avenue: Total cost \$100,000 and project fair share \$15,900.*
- i. *Nevada Street/Lugonia Avenue: Total cost \$250,000 and project fair share \$27,250.*
- j. *Palm Avenue/5th Avenue: Total cost \$150,000 and project fair share \$8,250.*

- k. Alabama Street/Palmetto Avenue: Total cost \$589,720 and project fair share \$79,612.
- l. Alabama Street/Pioneer Avenue: Total cost \$350,000 and project fair share \$51,800.
- m. Alabama street/San Bernardino Avenue: Total cost \$439,720 and project fair share \$69,915.
- n. Alabama Street/Almond Avenue: Total cost \$450,000 and project fair share \$223,650.
- o. Alabama Street/Lugonia Avenue: Total cost \$50,000 and project fair share \$19,650.
- p. Alabama Street/I-10 Freeway WB Ramps: Total cost \$400,000 and project fair share \$125,600.
- q. Alabama Street/I-10 Freeway EB Ramps: Total cost \$350,000 and project fair share \$126,000.
- r. Alabama Street/Redlands Blvd.: Total cost \$2,500,000 and project fair share \$562,500.
- s. Sr-30 Freeway SB Ramps/San Bernardino Ave.: Total cost \$1,119,340 and project fair share \$139,918.
- t. Sr-30 Freeway NB Ramps/San Bernardino Ave.: Total cost \$1,119,340 and project fair share \$145,514. [Mitigation Measure XV-3]

Alternatively, the report recommends the following off-site estimated construction costs to improvements at intersections if the project is constructed without apartment dwelling unit. Total project fair share is \$2,205,660 minus \$168,334 carry forward from Phase I construction obligation and the net total \$2,037,326. Therefore, the Project is required to deposit to the Department of Public Works –Traffic Division \$2,037,326 prior to issuance of building permits.

- a. Tippecanoe Avenue/San Bernardino Avenue: total cost \$729,440 and project fair share \$16,048.
- b. California Street/San Bernardino Avenue and southbound through movement: Total cost \$339,720 and project fair share \$19,364.
- c. California Street/Lugonia Avenue: Total cost \$679,440 and project fair share \$27,857.
- d. California Street/I-10 Freeway WB Ramps: Total cost \$12,500,000 and project fair share \$300,000.
- e. California Street/I-10 Freeway EB Ramps: Total cost \$12,500,000 and project fair share \$262,500.
- f. California Street/Redlands Blvd: Total cost \$2,500,000 and project fair share \$52,500.
- g. Nevada Street/San Bernardino Avenue: Total cost \$929,440 and project fair share \$63,202.
- h. Nevada Street/Almond Avenue: Total cost \$100,000 and project fair share \$14,600.
- i. Nevada Street/Lugonia Avenue: Total cost \$250,000 and project fair share \$25,000.
- j. Palm Avenue/5th Avenue: Total cost \$150,000 and project fair share \$7,500.
- k. Alabama Street/Palmetto Avenue: Total cost \$589,720 and project fair share \$73,125.
- l. Alabama Street/Pioneer Avenue: Total cost \$350,000 and project fair share \$47,600.
- m. Alabama Street/San Bernardino Avenue: Total cost \$439,720 and project fair share \$64,639.

- n. Alabama Street/Almond Avenue: Total cost \$450,000 and project fair share \$205,650.
- o. Alabama Street/Lugonia Avenue: Total cost \$50,000 and project fair share \$18,050.
- p. Alabama Street/I-10 Freeway WB Ramps: Total cost \$400,000 and project fair share \$115,600.
- q. Alabama Street/I-10 Freeway EB Ramps: Total cost \$350,000 and project fair share \$115,500.
- r. Alabama Street/Redlands Blvd.: Total cost \$2,500,000 and project fair share \$515,000.
- s. Sr-30 Freeway SB Ramps/San Bernardino Avenue: Total cost \$1,119,340 and project fair share \$128,724.
- t. Sr-30 Freeway NB Ramps/San Bernardino Avenue: Total cost \$1,119,340 and project fair share \$133,201.

XV-4 Traffic Mitigation / On-site Improvements. The developer shall construct at 100% cost to the project the following on-site improvements at intersections for project access driveways:

- a. San Bernardino Avenue and Project west access drive (A): Construct new traffic signal for full access.
- b. San Bernardino Avenue and Project east access drive: Construct unsignalized driveway with right-in/right-out plus left turn-in. construct channelizer to prevent left-turn out movement and southbound through movement.
- c. Alabama Street and Project north access drive: Construct unsignalized driveway with right-in/right-out plus left turn-in. Construct channelizer to prevent left-turn out movement.
- d. Citrus Plaza Drive and Project north Drive: Construct a full access unsignalized intersection.
- e. Citrus Plaza Drive and Project north Drive (B): construct a new traffic signal for full access.
- f. Citrus Plaza Drive and Project south Drive: Construct a full access unsignalized intersection.
- g. Citrus Plaza Drive Phase I and Project Drive (C): Construct a new traffic signal for full access.

If aforementioned unsignalized intersections at Citrus Plaza Drive meet the traffic signal warrants, new traffic signal(s) shall be constructed at 100% cost to Project. The roadway intersections as well as the truck drives shall be designed per the truck template turn movements as such that the concrete curb return should be minimum 50 feet and maximum 80 feet radius. [Mitigation Measure XV-4]

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XVI a) The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. Impacts are considered less than significant.
- XVI b) The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by existing sewer and water lines in proximity to the project. Wastewater and water treatment facilities will be provided by the City of Redlands.

- XVI c) The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects, as County Public Works has determined that either there is sufficient capacity in the existing stormwater system to absorb any additional stormwater drainage caused by the project or has required facilities to be constructed as part of this project. Any drainage facility construction that is required is included in this environmental review that has required appropriate mitigation measures, if necessary.
- XVI d) The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (City of Redlands Municipal Utilities Department) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- XVI e) The City of Redlands Municipal Utilities Department has notified the project proponent that they are the water and sewer purveyor. The City of Redlands Municipal Utilities Department has made the determination that it has adequate capacity to serve the projected wastewater treatment demand for the project in addition to its existing commitments.
- XVI f) The proposed project is served by the San Timoteo and Redlands landfills, which have sufficient permitted capacity to accommodate the project's solid waste disposal needs in both landfills.
- XVI g) The development is required to comply with federal, state, and local statutes and regulations related to solid waste.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are proposed to reduce the project's utilities and services impacts.

MITIGATION MEASURES:

- XVI-1 Waste Management Plan. *The developer shall submit a solid waste management plan addressing: (1) the implementation of available technologies to reduce and recycle solid waste both during construction and after completion of the project; (2) design standards for access to, location and construction of trash container enclosures in order to facilitate implementation of automated refuse collection; and (3) proposed actions to divert and/or recycle inert wastes generated during the demolition and construction phase of the project.*
- XVI-2 Storage for Recycling Material. *The developer shall provide space for storage of recycling materials equal to the space required and provided for refuse storage. This will assist diverting waste from the landfill.*

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- XVII a) The project does not appear to have the potential to significantly degrade the overall quality of the region's environment or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified by the environmental impact report for the Citrus Plaza Regional Mall as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, which properly record and/or remove for classification any such finds.
- XVII b) The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.

- XVII c) The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies.

Increases in air quality emissions, noise, and traffic will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and appropriate mitigation measures have been required to be implemented.

Implementation of the mitigation measures will reduce the level of these impacts so that they are neither individually significant nor cumulatively considerable in terms of any adverse affects upon the region. Additionally, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

XVIII. MITIGATION MEASURES

(Any mitigation measures, which are not 'self-monitoring', shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

SELF MONITORING MITIGATION MEASURES: (Condition compliance will be verified by existing procedure)

III-1 Construction Period GHG Emission Reductions:

- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that construction equipment shall be shut off when not in use and shall not idle for more than 15 minutes. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that queuing of trucks on and off site shall be limited to periods when absolutely necessitated by grading or construction activities. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that on-road construction trucks and other vehicles greater than 10,000 pounds shall be shut off when not in use and shall not idle for more than 5 minutes. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include a statement that, to the extent feasible, all diesel- and gasoline-powered construction equipment shall be replaced with equivalent electric equipment. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include policies and procedures for the reuse and recycling of construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). The statement in the plans and specifications shall be reviewed and approved by the Planning Department.
- Prior to issuance of any grading or building permit, the project plans and specifications shall include education for construction workers about reducing waste and available recycling services. The statement in the plans and specifications shall be reviewed and approved by the Planning Department.

III-2 Long-Term Operational GHG Emissions Reductions:

- Prior to issuance of a building permit, the applicant shall demonstrate that the design of the proposed buildings or structures exceeds current Title 24 requirements (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 5% subject to review by the County Building Official. Documentation of compliance

with this measure shall be provided to the Planning Department and Building Official for review and approval prior to issuance of the permit. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to certificate of occupancy. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 5 percent:

- Increase in insulation such that heat transfer and thermal bridging is minimized.
 - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
 - Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures,
 - Incorporate energy efficient rated appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,
 - Or other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Standards (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 5 percent.
- Prior to issuance of a building permit, the applicant shall provide a landscape plan for the project that includes shade trees around main buildings, particularly along southern elevations where practical and will not interfere with loading dock locations or other operational constraints. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval.
- Prior to issuance of a building permit, the applicant shall demonstrate that the proposed building or structure designs incorporate exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- The applicant shall provide education and publicity about reducing waste and available recycling services to future tenants. The education and publicity materials shall be provided to the County for review and approval by the Planning Department.
- All showerheads, lavatory faucets, and sink faucets within the residential units shall comply with the California Energy Conservation flow rate standards.

- Low flush toilets shall be installed within all residential units as specified in California State Health and Safety Code Section 17921.3
- All common area irrigation areas shall be capable of being operated by a computerized irrigation system which includes an onsite weather station/ET gage capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- Landscape designers shall ensure that Project landscaping of common areas uses drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and conserve water and energy.
- Prior to issuance of a building permit, the applicant shall demonstrate that landscape irrigation is supplied by recycled water (treated and provided by City of Redlands). Documentation of compliance with this measure shall be provided to the County Building Official for review and approval.
- Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to promote ride sharing programs such as, but not necessarily including, publishing ride sharing information for all of the tenants, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- Prior to issuance of a building permit, the applicant shall demonstrate that measures have been included to provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Documentation of compliance with this measure shall be provided to the County Building Official for review and approval. Installation of the identified design features or equipment will be confirmed by the County Building Official prior to issuance of certificate of occupancy.
- Prior to issuance of any certificate of occupancy, the applicant shall demonstrate that all interior building lighting supports the use of compact fluorescent light bulbs or equivalently efficient lighting to the satisfaction of the Building Official.

III-3 *AQ-Dust Control Plan: The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:*

- *Exposed soil shall be kept continually moist (minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities).*
- *Street sweeping and/or washing shall be completed on paved roadways on or*

adjacent to the site, if there are visible signs of any dirt track-out at the conclusion of any workday.

- Every construction site exit shall have a device to remove soil from construction vehicle tires to reduce tracking soil onto the adjacent paved roadways. Tire washing or a combination of gravel with steel rumble plates to knock loose tire-borne soil are acceptable alternatives.*
- All trucks hauling dirt away from the site shall be covered.*
- During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.*
- Maximum traffic speeds on all on-site unpaved roads shall be 15 mph.*
- Storage piles that are to be left in place shall be either kept moist through watering (twice daily/as necessary), sprayed with a non-toxic soil binder, covered with plastic or revegetated. [Mitigation Measure III-1] MMF#27*

III-4 AQ – Construction Mitigation. *Prior to issuance of grading permits, the developer shall submit written verification to the satisfaction of County Planning that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements. During construction, each contractor and subcontractor shall be responsible for ensuring that all mitigation measures in the following list are implemented:*

- The construction contractor shall use low-sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.*
- The construction contractor shall select the construction equipment used on site based on low emissions factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.*
- The construction contractor shall ensure that the construction grading plans include a statement that work crews will shut off equipment not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.*
- The construction contractor shall time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.*
- The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.*
- Compliance with SCAQMD Rule 1113 on the use of architectural coatings. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coating, and coating transfer or spray equipment with high transfer efficiency.*
[Mitigation Measure III-2]

- III-5 AQ - Coating Restrictions. The developer shall submit to the satisfaction of County Planning a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include, but are not be limited to:
- Architectural coatings with Reactive Organic Compounds (ROC) shall not have a content greater than 100 g/l.
 - The combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
 - C) High-Volume, Low Pressure (HVLP) spray guns will be used to apply coatings. [Mitigation Measure III-3]
- III-6 AQ - Non-residential Design. The developer of all non-residential projects that are greater than 10,000 square feet in area shall include the following air quality design considerations (per County Code Section 83.14.030):
- Bicycle parking required. Bicycle parking facilities or secured bicycle lockers shall be provided for all non-residential and multi-family (of 10 or more units) developments. Parking racks or secured lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack. [e.g. 4236 spaces /30 per = 141 bike rack spaces or (29) 5-space racks]
 - Pedestrian and bicycle connections to streets. On-site pedestrian walkways and bicycle facilities shall be provided connecting each structure in a development to public streets for all new non-residential and multi-family (of 10 or more units) development.
 - Shower facility. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development generating 250 or more peak hour trips.
 - Passenger loading area. Passenger loading areas in locations close to building entrances (but not interfering with vehicle circulation) shall be provided for all new non-residential and multi-family (of 10 or more units) developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit)
 - Vanpool parking. Preferred parking facilities shall be provided near building entrances for vanpools in all new non-residential developments where appropriate. A vertical clearance of no less than 9' shall be provided.
 - Transit improvements. Transit improvements (e.g., bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided for all new residential and non-residential development along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority, Omnitrans.
 - Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan.
 - Parking Reduction. Parking space requirements for new non-residential development may be reduced when linked to other actions that reduce trips to account for increased ridesharing and other modes of transportation. Incorporation of on-site

child care facilities and senior citizen facilities may allow increased lot coverage and reduced parking requirements incentives.

- Alternative Energy Encourage the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment.*
- Employee Services Provide on-site employee services (e.g. cafeterias, postal machines, automated teller)[Mitigation Measure III -4]*

- III-7 SART Mitigation Fee. *Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the "Donut Hole" segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area. [Mitigation Measure XIV-1]*
- IV-1 Construction-level Geotechnical Investigation. *A design level geotechnical investigation by a qualified State-registered geologist or geotechnical engineer shall be contracted by the project proponent and performed once specific development plans have been formulated and shall be conducted for the purpose of providing specific recommendations for the proposed improvements. Upon completion of this geotechnical investigation, a general review of the project plans and specifications shall be conducted before they are finalized to verify that all geotechnical recommendations have been properly interpreted and implemented during design.*
- V-1 Cultural Resources. *If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find and all work shall halt until clearance is received. If the remains or artifacts are determined to be of Native American origin, the local Native American representative shall be notified.*
- VI-1 Geotechnical Report. *A design level geotechnical investigation by a qualified State-registered geologist or geotechnical engineer shall be contracted by the project proponent and performed once specific development plans have been formulated and shall be conducted for the purpose of providing specific recommendations for the proposed improvements. Upon completion of this geotechnical investigation, a general review of the project plans and specifications shall be conducted before they are finalized to verify that all geotechnical recommendations have been properly interpreted and implemented during design. [Mitigation Measure VI-1].*
- VII-1 AR-3 Requirements. *The proposed development is within an Airport Safety Review Area therefore the following standards and criteria shall apply in addition to any standards required by the applicable Airport Comprehensive Land Use Plan. The developer shall submit a letter to the satisfaction of County Planning substantiating compliance with the following:*

- An Avigation and Noise Easement shall be granted to the appropriate airport and recorded prior to the issuance of building permits. A copy of the easement shall be forwarded to County Planning and the affected airport. The property owner shall provide to any renters, lessees or buyers information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement. Said information shall be provided prior to the completion of the rental, lease or sale. Said information shall be incorporated into the CC & R's recorded with the property and in all lease and rental agreements.
- The normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77 unless Form 7460-1)
- All mitigative measures recommended by the FAA shall be incorporated into the project conditions of approval.
- For heliports: Structures and the normal mature height of any vegetation adjacent to the helipad shall not exceed the height limitations provided by the requirements of Federal Aviation Regulations (FAR) Part 77 for heliports.
- Proposed uses shall be consistent with any applicable, adopted Airport Land Use Plan
- The proposed use or structure shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.
- Noise level reduction shall be designed and constructed in all structures to maintain maximum interior noise level of 45 dBA for residential uses, and 55 dBA for commercial/ industrial uses. [Mitigation Measure VII-1]

XIV-1 SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the "Donut Hole" segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area. [Mitigation Measure XIV-1]

XV-1 Bus Turnouts/Motorcycle & Bicycle Parking/Sidewalks: In those locations specified by the permitting agency, the project proponent shall: (1) construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with Omnitrans; (2) construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks; and (3) construct on-site pedestrian improvements, as required by the County of San Bernardino, such as sidewalks and pedestrian pathways.

XV-2 Transportation Demand Management Program: Prior to the issuance of the first occupancy permit within the project, the project proponent shall submit a transportation demand management (TDM) program that covers all of Phase 2. The TDM program shall include, but may not be limited to, the following TDM strategies:

- a) SCAQMD Rule 1501 Program. Companies employing 100 or more persons shall participate in the implementation of a transportation demand management (TDM) program. The programs for individual site employers shall be expanded and

coordinated with other on-site employers. Each TDM program is required by SCAQMD under existing Rule 1501 to have a goal of achieving an Average Vehicle Ridership (AVR) of 1.5 individuals per vehicle. Achievement of this goal could result in a decrease in employee peak-hour generation of 15 to 20 percent below the "standard" assumptions used in the impact analyses. This would result in an overall peak hour project traffic generation decrease of about 5 percent.

- b) An overall site TDM program shall be developed in conjunction with Phase 1 of the project. The purpose of this program will be to coordinate site amenities and to provide rideshare matching, transit information and similar services to the employees of site tenants with less than 100 employees. These services shall be provided from the management office of the regional mall or other location convenient to all employees. Additionally, should SCAQMD adopt a rule addressing regional shopping centers, as is required by the current Federal Implementation Program FIP), the project shall comply with those requirements.*
- c) Numerous potential measures are available to on-site tenants in achieving this ridesharing goal. The actual program that is implemented will contain those measures that are found to be most effective. Further, the mix of measures utilized should be varied over the life of the project to take advantage of new opportunities, such as the expanding regional rail system. Potential measures include: (1) a central ridesharing office under direction of a Transportation Coordinator to provide one-stop commute service; (2) personalized rideshare matching; (3) employer-operated or employee-owned vanpool service; (4) guaranteed ride home; (5) preferential parking locations within any designated employee parking areas and convenient pick-up/drop-off locations for carpools and vanpools; (6) on-site sale of transit passes and distribution of schedule information; (7) safe and secure bicycle storage areas; (8) coordination with Omnitrans to further enhance service to the site; (9) promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and (10) adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes.*

In addition, the project itself shall serve to aid the TDM program by providing shopping and service opportunities for the expanding nearby employment sites, thereby reducing the need for employees to leave the area during the day and reducing their dependence on having an automobile available.

- d) VTM Reduction Program. In addition to the SCAQMD's existing Rule 1501, which reduces the number of vehicles used for commute trips, several other programs and project features will reduce regional demands and vehicle miles of travel (VMT). The measures below will both reduce the total number of trips generated on a regional basis and reduce the length of those trips which are generated:*

- (1) Prioritization of TDM Strategies. In order to reduce traffic impacts surrounding the site, reduction of vehicle trips in general will be extremely important; however, reduction of regional impacts will require that the longest trips, which contribute most to the regional VMT and congestion, be targeted by the project TDM*

program. Programs which most effectively reduce longer trips shall be emphasized and include vanpool programs, compressed work weeks, telecommuting and linkages to regional transit facilities.

(2) Delivery Management System. The site tenants will have deliveries that emanate from throughout the region. A system of tracking vendor deliveries to various facilities within the site shall be considered. This system would allow the tenants to move deliveries outside of peak travel times, utilize local vendors and consolidate deliveries whenever possible. [Mitigation Measure No. XV-2]

XV-3 Traffic Mitigation Fee/Off-Site Improvements (Fair Share Obligation). Prior to issuance of building permits the developer shall deposit a fair share fee of \$2,247,649_ (\$2,415,983 minus \$168,334 credit from Citrus Plaza Phase construction obligation)., to County Public Works for traffic impacts to the off-site circulation system, as determined by a Traffic Study Report prepared by Crain & Associates dated December 14, 2007. This fee may be adjusted by County Public Works Traffic Division based upon inflation, completed traffic improvements and updates to the traffic analysis. The Traffic Study Report recommended the following off-site improvements, if the project is constructed with apartments, with estimated construction costs:

- 1. Tippecanoe Avenue/San Bernardino Avenue: Total cost \$729,440 and project fair share \$17,507.*
- 2. California Street/San Bernardino Avenue: Total cost \$339,720 and project fair share \$21,063.*
- 3. California Street/Lugonia Avenue: Total cost \$679,440 and project fair share \$30,575.*
- 4. California Street/I-10 Freeway WB Ramps: Total cost \$12,500,000 and project fair share \$337,500.*
- 5. California Street/I-10 Freeway EB Ramps: total cost \$12,500,000 and project fair share \$287,500.*
- 6. California Street/Redlands Blvd: Total cost \$2,500,000 and project fair share \$57,500.*
- 7. Nevada Street/San Bernardino Avenue: Total cost \$929,440 and project fair share \$68,779.*
- 8. Nevada Street/Almond Avenue: Total cost \$100,000 and project fair share \$15,900.*
- 9. Nevada Street/Lugonia Avenue: Total cost \$250,000 and project fair share \$27,250.*
- 10. Palm Avenue/5th Avenue: Total cost \$150,000 and project fair share \$8,250.*
- 11. Alabama Street/Palmetto Avenue: Total cost \$589,720 and project fair share \$79,612.*
- 12. Alabama Street/Pioneer Avenue: Total cost \$350,000 and project fair share \$51,800.*
- 13. Alabama Street/San Bernardino Avenue: Total cost \$439,720 and project fair share \$69,915.*
- 14. Alabama Street/Almond Avenue: Total cost \$450,000 and project fair share \$223,650.*
- 15. Alabama Street/Lugonia Avenue: Total cost \$50,000 and project fair share \$19,650.*
- 16. Alabama Street/I-10 Freeway WB Ramps: Total cost \$400,000 and project fair share \$125,600.*
- 17. Alabama Street/I-10 Freeway EB Ramps: Total cost \$350,000 and project fair share \$126,000.*
- 18. Alabama Street/Redlands Blvd.: Total cost \$2,500,000 and project fair share \$562,500.*
- 19. Sr-30 Freeway SB Ramps/San Bernardino Ave.: Total cost \$1,119,340 and project fair share \$139,918.*
- 20. Sr-30 Freeway NB Ramps/San Bernardino Ave.: Total cost \$1,119,340 and project fair share \$145,514.*

Alternatively, the report recommends the following off-site estimated construction costs to improvements at intersections if the project is constructed without apartment dwelling unit. Total project fair share is \$2,205,660 minus \$168,334 carry forward from Phase I construction obligation and the net total \$2,037,326. Therefore, the Project is required to

deposit to the Department of Public Works –Traffic Division \$2,037,326 prior to issuance of building permits.

- 1. Tippecanoe Avenue/San Bernardino Avenue: total cost \$729,440 and project fair share \$16,048.*
- 2. California Street/San Bernardino Avenue: Total cost \$339,720 and project fair share \$19,364.*
- 3. California Street/Lugonia Avenue: Total cost \$679,440 and project fair share \$27,857.*
- 4. California Street/I-10 Freeway WB Ramps: Total cost \$12,500,000 and project fair share \$300,000.*
- 5. California Street/I-10 Freeway EB Ramps: Total cost \$12,500,000 and project fair share \$262,500.*
- 6. California Street/Redlands Blvd: Total cost \$2,500,000 and project fair share \$52,500.*
- 7. Nevada Street/San Bernardino Avenue: Total cost \$929,440 and project fair share \$63,202.*
- 8. Nevada Street/Almond Avenue: Total cost \$100,000 and project fair share \$14,600.*
- 9. Nevada Street/Lugonia Avenue: Total cost \$250,000 and project fair share \$25,000.*
- 10. Palm Avenue/5th Avenue: Total cost \$150,000 and project fair share \$7,500.*
- 11. Alabama Street/Palmetto Avenue: Total cost \$589,720 and project fair share \$73,125.*
- 12. Alabama Street/Pioneer Avenue: Total cost \$350,000 and project fair share \$47,600.*
- 13. Alabama Street/San Bernardino Avenue: Total cost \$439,720 and project fair share \$64,639.*
- 14. Alabama Street/Almond Avenue: Total cost \$450,000 and project fair share \$205,650.*
- 15. Alabama Street/Lugonia Avenue: Total cost \$50,000 and project fair share \$18,050.*
- 16. Alabama Street/I-10 Freeway WB Ramps: Total cost \$400,000 and project fair share \$115,600.*
- 17. Alabama Street/I-10 Freeway EB Ramps: Total cost \$350,000 and project fair share \$115,500.*
- 18. Alabama Street/Redlands Blvd.: Total cost \$2,500,000 and project fair share \$515,000.*
- 19. Sr-30 Freeway SB Ramps/San Bernardino Avenue: Total cost \$1,119,340 and project fair share \$128,724.*
- 20. Sr-30 Freeway NB Ramps/San Bernardino Avenue: Total cost \$1,119,340 and project fair share \$133,201.*

XV-4 Traffic Mitigation / On-site Improvements. *The developer shall construct at 100% cost to the project the following on-site improvements at intersections for project access driveways:*

- a. San Bernardino Avenue and Project west access drive (A): Construct new traffic signal for full access.*
- b. San Bernardino Avenue and Project east access drive: Construct unsignalized driveway with right-in/right-out plus left turn-in. construct channelizer to prevent left-turn out movement and southbound through movement.*
- c. Alabama Street and Project north access drive: Construct unsignalized driveway with right-in/right-out plus left turn-in. Construct channelizer to prevent left-turn out movement.*
- d. Citrus Plaza Drive and Project north Drive: Construct a full access unsignalized intersection.*
- e. Citrus Plaza Drive and Project north Drive (B): construct a new traffic signal for full access.*

- f. Citrus Plaza Drive and Project south Drive: Construct a full access unsignalized intersection.*
- g. Citrus Plaza Drive Phase I and Project Drive (C): Construct a new traffic signal for full access.*

If aforementioned unsignalized intersections at Citrus Plaza Drive meet the traffic signal warrants, new traffic signal(s) shall be constructed at 100% cost to Project. The roadway intersections as well as the truck drives shall be designed per the truck template turn movements as such that the concrete curb return should be minimum 50 feet and maximum 80 feet radius. [Mitigation Measure XV-4]

- XVI-1 Waste Management Plan. *The developer shall submit a solid waste management plan addressing: (1) the implementation of available technologies to reduce and recycle solid waste both during construction and after completion of the project; (2) design standards for access to, location and construction of trash container enclosures in order to facilitate implementation of automated refuse collection; and (3) proposed actions to divert and/or recycle inert wastes generated during the demolition and construction phase of the project.*
- XVI-2 Storage for Recycling Material. *The developer shall provide space for storage of recycling materials equal to the space required and provided for refuse storage. This will assist diverting waste from the landfill.*

GENERAL REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series

California Department of Water Resources

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

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County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, September 1992

PROJECT SPECIFIC REFERENCES

Draft Environmental Impact Report, Citrus Plaza Regional Mall, Prepared by Ultra Systems Environmental, Inc., September 1995

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Findings and Facts in Support of Findings and Statement of overriding Considerations Regarding the Final Environmental Impact Report for Citrus Plaza Regional Mall, Prepared by Ultra Systems Environmental, Inc., January 1996

Air Quality Analysis, Mountain Grove at Citrus Plaza, prepared by LSA Associates, Inc., July 2007.

Citrus Plaza/Mountain Grove Commercial Center, Preliminary Development Plan, Amended October 2007, prepared by Majestic Realty Company

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Inter-Office Memorandum with conditions of approval for Tentative Parcel Map No. 18462 from San Bernardino County Public Works Department Traffic Division, December 18, 2007

Inter-Office Memorandum with conditions of approval for Mountain Grove at Citrus Plaza from San Bernardino County Department of Public Health Environmental Health Services Division, December 5, 2007

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